Cordero Tops International Field!!

by Charlie Clifton

Eduardo Cordero, owner of a Venezuelan sailing school, won his third Sunfish World Championship on Cartagena Bay, Colombia, Dec. 1-6. The 500 year old city was the site of another invasion of sailors as 84 competitors from 13 countries battled it out with much less bloodshed than Admirals Drake, Vernon and assorted pirates. Separated from the Caribbean Sea by a long sand peninsula with tall buildings, the course had a 6 to 15 knot afternoon sea breeze that oscillated throughout the day.

Qualification races Monday and Tuesday split the boats into Gold and Silver Fleets. Wednesday the Gold Fleet left the palm tree lined beach at the Club Naval and headed out to the course where it was greeted with a breeze gusting to 15. Cordero led the first race from start to finish followed by Malcolm Smith (Bermuda), Sebastian Higuera (Colombia), and Cor Van Anholt (Curasao).

The wind dropped slightly for the second race. Smith got out in front early and held his lead, edging out Cordero and Van Anholt by a boatlength.

Gabriel Alonso (Rep. Dominicana) jumped out in front early in the third race with Van Anholt and Smith not far behind. The three of them were very close going up the last leg. Gabriel got the gun as Van Anholt nipped Smith for second. Cordero recovered from 10th at the first windward mark to finish 4th.

As the boats headed back to the Club Naval to savor tasty "Al Carbon", Smith was leading the regatta by one point over Cordero and Smith not far behind. The three of them were very close going up the last leg. Gabriel got the gun as Van Anholt nipped Smith for second. Cordero recovered from 10th at the first windward mark to finish 4th.

In the fourth race, Van Anholt and Juan Santos (Ecuador) rounded the first mark together with a pack close behind. At the second windward mark it was a Venezuelan hat trick with Hector Vidal, Cordero, and Alejandro Godoy 1st, 2nd, and 3rd respectively. Cordero legged out after that, winning by almost a minute. Jeff Linton (US) moved up to 2nd, just ahead of Santos.

Alejandro Godoy reached the windward mark first in the fifth race followed by Charlie Clifton (US) and Van Anholt. By the second windward mark Van Anholt had taken a good lead followed by Linton and Clifton. That lead quickly disappeared when he capsized on the run. Linton rounded the leeward mark first, closely followed by the other two. While Jeff covered Cor up the last beat, Charlie passed him and took the gun.

Going into the 6th and final race, Cordero, by virtue of climbing from the 20s to 4th in the previous race, had clinched the regatta. Second place would go to "who beat whom" between Smith and Van Anholt, as long as they did not let Linton beat them by more than three boats.

Van Anholt led at the first windward mark in the 6th race, with Smith and Linton a few boats back. Smith flew down the run, putting boats between him and the other two. Drew Buttner (US) was first at the 2nd windward mark with Smith 3rd, Van Anholt 10th and Linton back. Malcolm won the race, clinching second place, since Cor was 4th and Jeff 16th. Cordero finished second, beating out his pupil Vidal, by a pincho.

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Windward Leg - Winter 1998
The Silver Fleet Story

Spurred on by a very enthusiastic cheering section, the Colombian team totally dominated the Silver Fleet, taking five of the top six places and winning every race. Curaçao was the only other country that finished a race in the top 3. German Castro led the Armada with a very consistent 2-1-3.

The fine seabreeze that was present in the first race dropped considerably for warnings from the State Department in the second two, leaving many sailors with Jens rigs for the light air races. Pedro Latiff won the first race edging out German Casto. Alex Roose (Curaçao), twice the height of some of his opponents, was third.

Castro found his legs in the second race which he won over Loreanna Jacob, followed by Latiff.

In the third race, the winner was in a large pack of boats finishing neck and neck. An observer noted that Paula Douat sailed an "amazingly technical" race to beat the group at the finish. She was followed by Hans de Waard (Curaçao) and Castro. Beating Latiff earned Castro the championship. Douat's bullet gained her third overall in a tie breaker with Roose.

The Week in Cartegena . . .

The week began with most everyone arriving Saturday and checking in either at the Hilton or with friends in Cartagena. A welcoming buffet and cocktail party at the Hilton brought old and new friends together and calmed anxieties any visitors had about being in Colombia. Cartagena is a beautiful Caribbean city, with an exciting and flamboyant Spanish culture.

US sailors had received numerous warnings from the State Department advising caution while traveling in Colombia, but all visitors were pleasantly surprised by the upscale, clean and friendly atmosphere. Without naming any names, a few Americans made sure they did everything they had been warned not to do, including standing in the middle of the street and looking confused.

The Colombian Sailing Federation did an outstanding job of organizing the week's sailing and activities, beginning with the Opening Ceremonies held Sunday night at the host club, Club Naval. A beautiful Caribbean evening was the backdrop as sailors representing 13 countries marched down the stage carrying their respective flags. The Colombians, by far the largest delegation, got a huge reception as they marched down the steps in team warm-ups, and accompanied by the Colombian Navy Band, sang their national anthem. Following speeches and introductions, everyone was treated to a performance by a colorfully dressed Colombian dance troupe and offered rum drinks and snacks!

Other scheduled activities the rest of the week included dinner at the Hilton, and Club Pesca, a marina restaurant in a small fort near downtown. Most sailors and families were able to visit the old walled city with its historic buildings dating back to the 1500's. Many buildings have been restored, most are used as residences or businesses and there are a universities, schools and churches inside the wall. Of course there was plenty of shopping! The San Philipe Fort near the outside of the wall was immense, with secret tunnels, cannons, air vents, great views and many other interesting things to see. It took 200 years to build and was not needed by the time it was finished, because there were no more pirates! On Friday night a "Chiva Bus" tour was scheduled, complete with a rum bar and band. Three hours of touring the city.
and a visit to a discoteque made for a
great finale to sailing. The banquet on
Saturday was a feast for both the eyes
and great local food and cerveza being
served all day. Spectators were invited
to go out on the navy press boat.

Results were posted immediately
after each race and Francisco Castillo
put them on the Internet as quickly as
possible after protest hearings were
concluded. All in all, the regatta was
terrific. The beautiful tropical beach
setting, the outstanding regatta
organization headed by Luis Eduardo
Baron and the exciting racing conditions
made for a great world championship!

by Cindy Clifton

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**GOLD FLEET**

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<tr>
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<td>Bermuda</td>
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<td>Curacao</td>
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**Masters Champion**

**Charlie Clifton tunes his rig.**

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**Best sport might very well have gone to Jill Feldman who sent her husband Dan to Cartegena to represent the US. Going into labor back home, she delivered a beautiful baby girl just before the Awards Banquet and Dan passed out those great Colombian cigars. Talk about a dedicated Sunfish family . . . of course the whole family will be in Tampa for the Midwinters! Congratulations and Welcome!!**
The weather was downright nasty for the North American Women’s Sunfish Championship the weekend of November 7-9. It returned to balmy almost as soon as most of the women from around the country headed home from Eau Gallie Yacht Club in Indian Beach, Florida’s coldest weekend so far this fall descended country headed home from Eau Gallic on the 25 competitors as they headed out Championship the weekend of November exactly how tight to pull your outhaul to former member of the confident enough in her own ability that conditions. Coaching at the Naval Team (Euro Dinghy) gave a race tactic and most of the women from around the Academy and \-World’s has given her a survival. she willingly answered everything from

\[ \text{Windward Leg - Winter 1998} \]

A controversial individual recall that race knocked out Gail Heausler of Tampa and Anne Cottrell of New York City. Anne asked for redress, but the protest was declined.

Nancy led the third race, with wind 12-15 knots, but was passed on the reach by Lee and the two battled it out until the end, with Lee a boat ahead.

Sunday dawned bright and sunny, but colder, in the 40’s and it was still windy. Three races were held, each being about 40 minutes in length. Lee had the lead after Saturday’s races, but Nancy took the next two. Lee finished with a second and an eighth. With a throwout, Nancy was in the lead going into the last race. Lee had a good start, but Kathy Remmer of Sayville, NY, led most of the race. Genoa, sailing in only her second sunfish regatta, battled it out downwind with Gail Heausler and Nancy. The lead changed hands several times and with a wind shift to the west of 40 degrees, being in the right place at the right time payed off. Lee managed to get the gun, putting her in a tie for first with Nancy. Kathy finished second, Gail third and Genoa was fourth. Nancy finished fifth, but with the throwout and tie breaker, won the regatta.

There were three juniors sailing, and despite the weather, all sailed enthusiastically and well, considering their size. Deborah Capozzi of Bayport, NY, Linnea Nordeen of Lake Bluff, IL, and Sari Wakefield of Palm Bay, FL are all going to be hard to beat in the coming years. Genoa Griffin of Tampa, sailed extremely well and looked like she had sailed a sunfish all of her 18 years. “I never went so fast in a sailboat,” was heard as she described the races. Former NA Champ, Gail Heausler, sailed well except for 2 capsizes with a breakdown in one race and her early start. She had finishes of 5,9,4 and 3 in her other races. Rita Steele of Sarasotafinished in the also-rans, coming in sixth, even after capsizing three times and falling out of her boat in the last race. Everyone should be congratulated for enduring the extreme conditions.

It was a great regatta for the Eau Gallie team of organizers, Linda & Dick Tillman, and Bill & Eila Haberland. The EGYC is a great venue and all the members were very gracious to the women sailors. Live music, great food and drinks and a handful of idle men including Sunfish champs Rod Koch, PJ Patin, Dick Tillman and Bill Haberland, who took the role as beach boys, or as they preferred to be known, "beach studs", all added to this year’s most polite regatta. Next year’s championship will be in Massachusetts, a locale that the women are hoping for slightly more moderate winds and warmer temperatures than in balmy (?) Florida.
Women's North American Championship
Indian Beach, Florida
November 7-9, 1997

1 Nancy Haberland, Feather Sound, FL 2-1-2-2-1 7
2 Lee Parks, Newport, RI 1-2-1-2-1 7
3 Kathy Remmer, Oakdale, NY 3-3-3-4-11-2 17
4 Genoa Griffin, Tampa, FL 14-3-6-2-5-4 20
5 Jean Bergman, Holland, MI 8-4-4-3-3-6 20
6 Rita Steele, Sarasota, FL 5-7-10-5-6-16 33
7 Anne Boccia, Quince MA DNF-6-7-7-7-7 34
8 Linda Tillman, Merritt Is., FL 4-8-9-10-9-9 39
9 Mindy Katz, Dunedin, FL 7-11-8-13-8-10 44
10 Gail Heasler, Tampa, FL DNF-OCS-5-9-4-3 47
11 Sharon Crockett, Ft. Lauderdale, FL 1-9-12-11-12-13 50
12 Anne Cotrell, New York, NY 9-OCS-14-10-8 55
13 Vickie Palmer, Austin, TX 10-12-11-18-13-11 57
14 Debbie Capozzi, Bayport, NY 13-10-16-12-14-14 63
15 Sandy Schud, Tampa, FL 11-dnc-dnc-6-16-12 71
16 Lienes Nordeen, Lake Bluff, IL 12-13-17-16-15 75
17 Zoe Dommel, Columbia, SC 16-14-13-17-dnc-dnc 86
19 Lori YanDell, Satelite Beach, FL dnf-16-18-22-18-dnc 100
20 Jane Colee, Valparaiso, FL dnf-dnc-dnc-19-17-17 103
21 Sarah Beth Reeves, Crystal Beach, FL 17-dnc-dnc-21-20-dnf 110
22 Cindy Walker, Nokomis, FL dnf-dnc-dnc-20-19-dnf 117
23 Bonnie Unsworth, Ft. Lauderdale, FL dnc-dnc-dnc-23-dns 119
24 Susan Elizabeth, FL dnf-17-dnc-dnc-dnc 121

Anne and PJ... Little did we know when Anne Cotrell brought her beach stud, Paul-Jon Patin with her to the Women's NA's, that the next time we would see them, Anne would be wearing a big, beautiful engagement ring. The official announcement to their Sunfish friends was at the World's in Cartagena, where they both sailed. Some of PJ's competitors had a feeling he wasn't totally focused on racing, but it was a pleasure to see them enjoying themselves and it's great to "keep it in the family!" (Sunfish family that is!)

Congratulations and Best Wishes to Anne and PJ!!!

Bartlett Takes US Masters!!

The US Masters was held in Galveston at the Galveston Boat Club in September with 37 competitors from five states. John Bartlett from Austin won the last four of five races, with former International Master Don Bergman winning the first.

There were four races on Saturday, no throwouts and Sunday's races were rained out.

reported by Vic Manning

Apprentice (40-47)
2. Great Grand Master (66+)
1. Don Bergman 2. Logan Goar

Women Master (48-51)

Grand Master (52-62)

Anne Bucella blasting upwind

Windward Leg - Winter 1998
Marketing and Public Relations for the Sunfish Class: 
"The Business Side of Things"
by Brian Weeks

It is so important to realistically plan out how to keep class growth in check and, hopefully, moving forward. As President I must try to oversee the duties of the other class officers. The skills applied by everyone in their respective positions is so important to the future success of the class.

The regional representatives must keep their regatta organizers and local active sailors on top of the upcoming events and build excitement for everyone. Excitement about our sport and the boat we sail is contagious. Remember, I've talked in the past about the "magic number" theory.

The membership chairperson has a very important task. He or she must constantly be coming up with ideas to market outside of the class to get new members. This is a hard task. If membership declines, he or she must figure out why. If membership is stagnant, he or she must come up with an idea to sell the class. He or she must market the idea of sailing or racing the Sunfish and joining the class. This is a difficult job to do well.

The publicity chairperson must be on hand to publicize the class. It is his or her job to contact sailing publications across the nation to give them regatta dates, results, and any press releases that could be published to bring attention to the class. This person must try to work with the builder to insure that we have input into the way the boat is being marketed. This is also a very important task.

The internet has become a very important tool to us. We can get results quickly, talk with fellow sailors, and present arguments and opinions on current class issues. This has become a big step in the publicizing of the class and what it has to offer. You can tell how successful a class is by how successful its internet site is. We have entered an age where so many people have access to computers, that it would be unwise not to use this powerful tool. But it is too early to think that everyone can get their information just from the internet. Not everyone has the time. Although statistics show that sailors are a group with a high percentage of computer owners, we can not depend on this yet as our sole means of communication.

The best tool we have for marketing and publicizing our boat and our class is our newsletter. It is that type of thing that we just love to get in the mail. It must be used as a positive reinforcement tool. It can't have negative views about too many things or it could turn people away. The newsletter or magazine of the class must inform us on events past and yet to come, but it must also must contain tips to the average sailor, ideas for sailing better, tips on repairing your boat, interesting areas to visit, letters of encouragement and interesting topics concerning sailing and sailing the Sunfish. The newsletter editor has the toughest marketing job of all. He or she must sell the class in print.

It is so important to stay involved in the class. If anyone has interest for the future in having a class position or writing newsletter articles or working with the internet site, please let us know. We all represent the future of our class. As time goes on and recreational time is becoming more and more limited, it is so important to keep the Sunfish as one of the top sailing classes in the world. I hope everyone has a great 1998!
Dear Sunfish Friends,

Here we are another year coming to a close, another World Championship just a wonderful memory. Cartegena was really exciting. The city is beautiful, particularly the old city within the fortress walls. The race course was right out in front of the Hilton Hotel. The boats were kept on a naval base about a mile and a half from the hotels. The people from the base were always friendly and helpful. Everything was very easy to get to, either by walking or by taxis, which didn't cost much. The Colombian Navy had generously agreed to buy 48 new boats for the competition. With 84 sailors from 13 countries the old city within the fortress walls. The qualification series went very smoothly, and those who were not racing were free to explore the city. Winds were light to moderate, about 4-16 knots. As usual Eduardo was great, even though he spent most of the time, in between racing, in the hospital connected to an IV tube. He was really sick, but being the champion he is, he managed to race and win anyway. Congratulations to Eduardo for a great performance. Congratulations and many thanks must also go to Luis Eduardo Baron and Francisco Castillo. They and all the people who helped them did a SUPERB job of putting this event together.

1997 has been a good year. The class really appreciates the interest and attention shown by the new manufacturers. Sales manager, Erik Sayre, came to the NA's and gave us a rundown on the new team and listened to our input. Marketing director, Mike Zani, is a first rate sailor (8th in the Worlds) and a good listener with a lot of enthusiasm. We look forward to working with them to "grow the Class".

It's been exciting to have the Sunfish accepted as a Pan American and a Caribbean Games class. The Pan Am sailing will take place in August 1999 on Lake Gimli near Winnipeg. The Caribbean Games will be in Venezuela in August of 1998.

We happily welcome Ecuador and Italy back into the family as National Class Associations. Italy has given ISCA a bid to hold the Worlds in Messina, Sicily or Lipari, one of the Eolie islands north of Sicily.

However, even though it's great to have all of these World Class events, one of the best things about the Sunfish is that you don't have to be a World Class sailor to enjoy racing the boat. Some of the best times come on our small lakes and bays, racing against the people of all ages and backgrounds, most of whom we've known for years, then sitting around afterwards rehashing, arguing, being silly, talking with our hands and trying to figure out what we should have done differently. That's the real Sunfish Class. May we continue to enjoy it and keep it strong. Happy New Year, Fair Winds and Good Sailing!

Jean Bergman
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Sailing shorts: Mocean, Camet, RailRider, Sailing Angles and Headsail.

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Neoprene hiking pants: 4 styles from Camet and Sailing Angles

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Corner

Sunfish Sailors,

After an 11 year absence from Sunfish racing, I returned to find that "The Fish" is in excellent hands. I was thoroughly impressed at the advisory and world council meetings by the high level of organization, interest and commitment. I left with the pleasant feeling that the energy at the meetings was not just an annual "show", but rather a culmination of a year of hard work. My only regret is that Vanguard's other classes do not operate with the same efficiency as the ISCA and US SCA.

The Cartagena Worlds was an incredible event and a most pleasing experience. The sailors were not only wonderful yachtsmen and terrific racers but also enjoyable friends. I am looking forward to my next Sunfish racing opportunity.

I cannot stress enough how committed we at Vanguard are to helping the Sunfish Class grow. I returned to the factory to report on many issues including scheduling, recommended areas of improvement in the boat and areas of new growth. Cindy Clifton has graciously offered us the opportunity to communicate to the class through this section, which she calls the "factory corner". I hope you enjoy reading these postings as much as I enjoy writing them.

Erik Sayre and I recently had a meeting with Brian Weeks and the flag officers of the Sayville Yacht Club. The 1998 World Championship should be an epic event. We are currently planning on 100 supplied boats. I am sure the organization, the competition and the camaraderie will be grand.

Since we are a company founded on customer service, we encourage you to contact your local dealer at 800-966-SAIL or any of us at the factory.

With wind at your back,
Mike Zani

The President: Chip Johns<74444.2314@compuserve.com>
The Marketing Manager: Mike Zani<zani@ix.netcom.com>
The Sales Manager: Erik Sayre:<eriksayre@aol.com>
Or Vanguard Sailboats.

"Vanguard BUCKS" Program

A 1998 Winter Vanguard Sailboat purchase entitles you to Vanguard Bucks which can be used at the time of purchase to outfit your boat with needed gear. Vanguard Bucks are used as store credit to purchase gear in your participating dealer's shop. The chart shows you how much you are eligible for depending on the month of purchase. The program runs from January 1, 1998 until March 31, 1998.

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1998 Sunfish Manufacturer's Suggested Retail Price $2638.
* Molded one-design hydrodynamic daggerboard
* All mainsheet blocks (boom & cockpit) handle up to 7/16" line
* New England Ropes line package
* Wood tiller with RWO aluminum extension
* Plastic coated traveller wire bridle
* White hiking strap with charcoal gray logo
* White hull with deck color choice of:
  - Kahuna Red with a 12" wide white centerline racing stripe, white footwell, red and white striped matching sail.
  - Light gray deck with retro stripes of Storm Blue and Key Lime, blue footwell, your choice of sail color.

Optional Race Package Upgrade:
* North race sail
* Two outhaul clamcleats with outhaul lines
  * Harken 019 ratchet block
  * Adjustable gooseneck lever

Vanguard Press Release

Vanguard Sailboats has started production in Portsmouth, RI on a new model IOD95 Optimist Dinghy. Years of know how, testing and refinement have gone into development of this boat. Three models include the club boat (durability, loyal service and low cost), standard (club and regional racing) and bare hull (consumer picks his options). Boat will be available 1/1998. Call Vanguard to find your nearest dealer.
Treasurer Mike Scriver as presented by Tom July Yearbook. Vicki yearbook next year which would include names, Annual USSCA General Gulfport Board of Directors had recommended the Weeks on Wed., July 9, 1997 at 8:12 p.m. at the Windward Leg. Bishop Stieffel was given a big remaining 25% of costs. Congratulations were round of applause for his outstanding work on printed in the Windward Leg. new editor of both the Windward Leg and the printed in the Yearbook. Dan Feldman is our for this coming year. Motion was seconded and passed to accept the Treasurer's Report, (see insert) by Treasurer Mike Scriver as presented by Tom Katterheinrich in Mr. Scriver's absence. IV. Old Business A. Yearbook Discussion was held on printing the Yearbook every other year due to cost restraints. Members expressed a need for another yearbook next year which would include names, addresses, phone numbers, fleet update and a new rules update. Pres. Weeks stated that the Board of Directors had recommended the printing of a Yearbook this coming year. Dan Feldman made a motion to fund the Yearbook for this coming year. Motion was seconded and passed unanimously. USSCA provides 75% of the Yearbook costs while ISCA provides the remaining 25% of costs. Congratulations were lauded on Dan Feldman for his fine job producing the Yearbook. Cindy Clifton is our new editor of both the Windward Leg and the Yearbook. Vicki Palmer was thanked and congratulated for her great job putting out the Windward Leg. Bishop Stieffel was given a big round of applause for his outstanding work on the Internet site. Race 3 competing in the Gold Fleet. The Jr. Championship would be on Sunday & Monday with the Gold and Founders Fleets sailing on Tues.-Fri. with two races each day. The second format would be three qualifying races with the top 50 sailors competing in the Gold Fleet. The third would be the old system with a magic number of 70 or less competitors, eliminating the need for qualifying races. These possibilities were discussed. Don Bergman suggested that if the magic number was 70 or less, perhaps the top 60% of qualifying sailors would sail in the Gold Fleet while the remaining 40% would sail in the Founders Fleet. The membership seemed pleased with this possibility. President Weeks suggested taking this alternative back to the Board for approval. (He did this in the next 24 hours. All board members in attendance approved.) These suggestions will be printed in the Regatta Handbook for the hosting yacht club. The chosen format would be listed in the Notice of Race. c. Rudder Update Pres. Weeks reported that Larry Cochran, one of our Advisory Council reps, would be stepping down this year. Mr. Cochran has put forth extensive efforts over the years to establish the new racing daggerboard as well as overhaul and tighten up our rules. Pres. Weeks mentioned that last year at the Worlds, the Advisory Council voted against allowing the Escape rudder to be Class legal. Pres. Weeks and Class Measurer Joel Furman went to the Sunfish factory with authorization to fund a new rudder mold, but the idea was turned down by the factory. d. Measurement Rules Following some discussion concerning the tilter, President Weeks reminded the issue would be presented at the Worlds by our Advisory Council Representatives. e. Internet Bishop Stieffel gave an update on our homepage and asked for any and all suggestions. Chris Friend complimented Mr. Stieffel on his fine work. Pres. Weeks also mentioned that Charlie Clifton has much Sunfish information at his email address (sail59115@aol.com). A strong suggestion was made to discourage the use of foul language on our homepage and group mailer. Mr. Stieffel reminded sailors to be careful when answering email, by checking the proper box so specific answers don’t go to all users. Mr. Friend requested that race results from all regions be fed to Mr. Stieffel via the Internet so that more than just the Gulf Coast be represented. V. Committee Reports a. Women's In the absence of Gail Heausler, Women's Subcommittee Chairperson, Pres. Weeks announced that the Women's National would be held on Nov. 7-8 in Melbourne, FL. b. Masters Vic Manning, Masters Subcommittee Chairperson, reported that the Masters events have been well attended over the past year. The '96 Masters Nationals were held in Southold, NY and won by Tom Donahue. This year they will be held in Galveston, TX on Sept. 20-21. The 1998 National Masters will be in Chicago with Dan Feldman as the contact. Rehobeth Beach, DE has put in a bid for the following year. Mr. Manning welcomed and encouraged comments and suggestions on race format or scoring. His email address is vpmanning@aol.com.
Minutes, continued

c. Regatta
Tom Donahue reported that this year's regatta schedule (1997) is in good shape as printed in the Windward Leg. There is not yet a firm bid for the '98 NA's. (ed. note: Houston in June) Mr. Donahue was hoping for a strong bid from the Midwest to take place in July. The '98 Worlds takes place in Sayville, NY in August.
d. Junior
Connie Miller, Jr. Committee Chairperson, reported that Alex Conway and Paige Deiner were elected as the Junior Co-Presidents last summer. They are welcomed to the Board meeting to voice ideas and concerns of the Junior sailors. Mrs. Miller reported that the Juniors were concerned about possible changes in the senior racing schedule from the junior racing schedule. She stated that the interaction between the Juniors and "big boys" was an important part of the Junior Championship experience. She also emphasized the importance of reinstating a Junior Clinic to be given by some of our more experienced sailors. Co-Pres. Paige Deiner suggested setting up a Junior homepage to make contact during the year. Mrs. Miller reported that a new Jr. Chairman is needed as both cochairmen will no longer be juniors.
e. Membership
Dale Dunston, Membership Committee Chairperson, reported he would like to have more contact with the Regional Reps and encouraged members to contact old fleets in order to bring them back into the class to increase membership. He welcomed suggestions for building the membership. Bishop Stieffel commented that the Gulfport area circuit in which he sails welcomes all members but offers a discount to USSCA members as does the PIXIE circuit in Florida. Pat Manning reminded everyone that each new Sunfish comes with a 1 year membership to USSCA as well as a Windward Leg. Pres. Weeks thought that perhaps sailors who would like to join USSCA could be offered a lower first year membership fee (possibly $20). Dan Feldman suggested that marketing could be built around our participation in the Pan American Games. Rod Koch suggested getting rid of the "Love Boat of the '90s" image. Zane Yoder expressed concern that the number of Sunfish dealers would be diminished. Eric Sayre, Vanguard Rep., answered that only minimal requirements would be needed to be a Sunfish dealer (one boat sold every two years.) Much discussion ensued.
f. Historian
Robert Buttnor, Class Historian, was absent. No report was given.

VI. New Business
a. Yearbook, see IVa.
b. Windward Leg, see IVa.
Eric Sayre, Vanguard Rep., stated that $25 from every new Sunfish sale is donated to the Class. The rudder will not be the Escape rudder as per Peter Johnstone. Mr. Sayre reported that the new rudder molds would be made up in the near future. Clinton Edwards asked if the new manufacturer could make available a white recreational sail. Zane Yoder had concerns about the specs for the Sunfish. Mr. Sayre also noted that the Colombian Navy had provided the money for $50 boats to be used at the Worlds in Cartagena.

d. Other Topics
Pres. Weeks reported that the Sunfish would be part of the Pan Am Games held on Lake Winnipeg, just north of Winnipeg, Canada. The Pan Am Committee, consisting of Tom Donahue, Lee Parks and Nancy Haberland, will determine the selection process of our US representative to this prestigious event. Zane Yoder was concerned about an Advisory Council member being a dealer because of a possible conflict of interest. Pres. Weeks explained that Advisory Council members brought issues from USSCA to the Council for discussion and upon approval of said issues would pass them on to the World Council for a vote. Much discussion ensued.

Dan Feldman, Advisory Council Rep., reminded the membership that nothing further could be changed in reference to the tiller interpretation until March, 1998 because of USSCA laws. Mr. Feldman reported that the Council voted to approve of one of two loopless cable bridles. Mr. Feldman took a voice vote from the membership on their preference of a cable b ridle, old rope b ridle of 31" plus or minus 1", or bridle of any length. The membership voted in favor of the old rope bridle. Mr. Feldman will take this back to the Council. Mr. Feldman also spoke of concerns with hiking pants and the specific restrictions necessary to make them legal. Mr. Feldman reported that he would be talking to Vanguard in regard to changing the rudder and tiller materials from wood to something closer to the keel material and aluminum extrusion for the tiller. Guy Brierre expressed concern about the already higher cost of the new racing sail and centerboard in addition to a new higher priced rudder and tiller. Much discussion took place regarding the cost, materials and mounting of the rudder and tiller. Mr. Feldman additionally mentioned that thimbles would be allowed to prevent chafing on the cunningham and outboads.

Chris Friend suggested that we reimburse Bishop Stieffel for some of his costs on the Internet.

VII. Nominations and Elections
Pres. Weeks announced that Todd Edwards had been elected as our new Class measurer at the Board of Directors meeting. Tom Katterheinrich, Nominating Committee Chairperson, took nominations from the floor in addition to already nominated incumbents for the ISSCA Advisory Council. In a very close secret ballot vote, Chris Friend and Paul Jon-Patin were elected. Mr. Katterheinrich noted that Paul Strauley would be taking over for Cindy Clifton as Florida Peninsula Regional Rep. In addition, the following people were nominated and elected by members in their respective regions for another two year term:

- Clinton Edwards: Gulf Coast
- Joe Richardson: Inland Lakes
- Tom Katterheinrich: Midwest
- Pat Manning: Southwest
- Robert Cronin: Western

VIII. President's Report
Pres. Weeks reported that he was especially pleased with the printing of our first yearbook. Mr. Weeks encouraged all interested sailors to get involved with the class. He mentioned that his third term as USSCA President would be coming to an end at next year's General Membership meeting and he did not plan on running for re-election.

IX. Adjournment
The meeting was adjourned at 10:41 p.m.
Respectfully submitted,
Betsy Schmidt, Secretary

### USSCA Treasurer's Report

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**USSCA Policy for Assigning Sail Numbers**
by Larry Cochran, July 28, 1995

Assignment of sail numbers by USSCA shall be in numerical sequence. A sailor must maintain a membership for each assigned sail number. Sailors must maintain USSCA membership to retain their assigned sail numbers. If a membership has lapsed for two years or more, the sail number may be reassigned to a member who has requested that number. After a membership has elapsed for three years, that sail number may be reassigned by USSCA, as necessary. Sailors whose memberships have lapsed will be reassigned their old sail numbers if still available at the time of membership renewal. To transfer a sail number to an USSCA member, a Sail Number Transfer form shall be transmitted to USSCA. Requests will be approved or disapproved in writing. If approved, the new assignee shall pay a transfer fee of $10. If an USSCA member desires to be assigned a specific sail number lower than the next number in sequence, either because the number is on a sail obtained from another sailor or because it is suspected that this number is no longer in use, the member shall request this from USSCA via a Sail Number Transfer form. USSCA will investigate and either approve or disapprove the request in writing. If approved, the new assignee shall pay a transfer fee of $20. Sail numbers one through ten shall be reserved for official use by USSCA.

**Sail Numbers on Used Sails**
by Larry Cochran, May 28, 1996

When a sailor obtains a used sail containing a sail number that is not available for transfer, USSCA will assign a special registration consisting of one or more digits to be added to the sail number on the used sail. These digits shall always be in line with, and directly after, the sail number on the starboard side. The port side shall be the same unless there is not room, in which case the digits(s) shall be under the last digit(s) of the sail number. When a person with a used sail with a number on it joins the Class, he/she will be assigned a sail number, per standard procedure. Every new USSCA member will receive, along with the assigned sail number, a Used Sunfish Sail Number Application to be submitted if the member has a used sail. The previous owner of the sail must sign the form. When the sailor obtains a new sail, the sail number originally assigned by USSCA shall be installed on the sail and USSCA shall be notified that the used sail number has been retired. All sails from the World Championship shall be considered to be used sails and must be registered according to the procedure described above. The previous owner's signature is not required to register World sails.

**Pre-Pan American Games Regatta**
Lee Parks

There will be a Pre-Pan Am Regatta (aka SAIL WEST) held at the Gimli Yacht Club, (Winnipeg, Canada) on August 1-3, 1998. It will serve as the Canadian Laser, Laser Radial, Laser 2 and Lightning Canadian Championships. All classes selected for the 1999 Pan Am Games are invited to participate. Sunfish will be given a separate start if 7 boats are registered.

*Editor's note: Allan Broadribb who has run an NA's in Lasers there reports that Lake Winnipeg is huge and shallow, so it is warm enough for a shorty wetsuit, if it's sunny. The air temperature is warm in August. The town is small, but not the end of the world, and "if you stand on a chair you CAN see it". It's a summer community for Winnipeggians and has many local sailors.*

For further information contact:
Peter Loewen
1054 Rue Des Trappistes
Winnipeg, MB R3V 1B8, Canada
W-204-474-8334 · Fax 204-474-7603
H- 204-261-3019
email: <peter_loewen@umanitoba.ca>

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Report from ISAF

Lee Parks has sent us the latest rule changes in the Racing Rules of Sailing, effective 1/1/98.

Rule 14(b)
Insert 'under this rule' after 'penalized'.

Rule 17.1
Delete current rule and replace it with:
'A boat clear astern that becomes overlapped to leeward and within two of her hull lengths of a windward boat shall not sail above her proper course while the boats remain overlapped and less than that distance apart, unless as a result she falls astern of the windward boat.'

Rule 49.1
Delete current rule and replace it with:
'Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.'

Definition: Keep Clear
End of definition to read:
'...if the leeward boat can change course in both directions without immediately making contact with the windward boat.'

Definition: Obstruction
Delete last sentence and replace it with:
'However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her, given her room or if rule 21 applies, avoid her.'

Rules Q1.3 and Q1.5
In three places, change 'country' to 'national authority'.

Sunfish Class News

Goodbye Ellen . . .

It is with deep sadness that I write today noting the death of our Publicity Chairman, Ellen Rowen, here in my home town of Chelsea, MI. on Monday, Dec. 1.

From the Chelsea Standard:
"Ellen M. Rowen of Spray Beach, NJ died Monday morning, December 1, 1997 at the home of her parents in Chelsea. She was born Oct. 25, 1941 in Ann Arbor, MI, daughter of John P. and Madeleine Keusch. She graduated from Chelsea High School and St Mary's College at Notre Dame. She was an active member of the Spray Beach Yacht Club in New Jersey. Ellen will be remembered as a very creative and talented person and was the former Art director of Whitney Publications in New York. She is survived by her husband John, her parents, 4 stepchildren, 4 grandstepchildren, many aunts, cousins and friends. Expressions of sympathy may be made to St. Mary's College or the Children's Art Project at M.D. Anderson Cancer Center, Houston, TX."

I only became acquainted with Ellen a few years ago at a Sunfish regatta in the area. When she discovered I live in her home town, she made a point of giving me a call whenever she was in town for a visit. Whatever she lacked in sailing skill was more than compensated for by her enthusiasm for Sunfish, the sport and her love of people.

For the Class, I take this opportunity to extend our sympathy to her loved ones and our prayer for them during this difficult time.

The Class has suffered a major loss. She will be missed. Fondly and with wishes for Good Sunfishing,

Gail Turlock, 24186.

Sailing Clinic

Kolius Sailing School will hold a clinic for advanced racers in Palm Beach, Florida on March 11-15, 1998. John Kolius is a world champion sailor, Olympic Silver Medalist, and has participated in four America's Cups. Aided by Wendy Ingraham, a professional triathlete, he will present Extreme Sailing. This "boot style" course is designed for above average racers with advanced dinghy boat handling skills and promises to take them to the top. The Laser will be used for the course and will compliment the physical conditioning on land and advanced sail training on the water. The cost of $2,175 includes resort accommodations, lunch daily, use of a '98 Laser, course materials and 4 1/2 days of training.

The Kolius Sailing School is based in LaPorte, TX and maintains a retail sailing store that is near the site of the '98 NA's. For information regarding the Clinic, call:
Kolius Sailing
P.O. Box 1964
LaPorte, TX 77572-1964 USA
(281) 471-3172
(281) 470-1032 FAX
jkolius@intergate.com

Windward Leg - Winter 1998

Ellen Rowen in Texas last spring
You may have a Sunfish that is older, but still of sound quality. If your foam blocks are still solidly attached and the boat weighs 135 pounds or less, it can still win championships. The modern fly weight boats are fast and stiff when new but not always worth the money since they don’t seem to hold up as long as the older boats. Maybe, all you need is to work on fairing your hull bottom this winter. It is not a difficult project and it can be done over the course of a couple of weekends.

It is important, first off, to turn the boat over and access what kind of shape it is in. If the foam blocks need repair, you can go back a couple of “Windward Leg” issues and read up on the proper repair method. Note where the boat needs repairs, and where there might be depressions or high spots. You might want to hit any high areas with a disc real quick, if you have the skills.

Once you have accessed the hull and noted the areas that need concentration, you can start to sand the entire bottom. Use an orbital or random orbital sander with #120 or #150 sandpaper. You may need coarser paper if you are taking off a poorly done previous finish. Sand the entire bottom until there is no semblance of a shiny spot left. Any cracks should be opened up and repaired with West System epoxy with a filler such as colloidal silica which is strong and hard. There may be an area or two that may need a bit of fiberglass tape. A very common group of bad spots on all Sunfish bottoms, are the cracks and crazing that are tell tale of where the cockpit is fastened to the hull. On nearly every hull over five years in age you can spot the bonding spots. There are usually six to ten spots that craze and crack right under the cockpit floor. These are caused by the polyester putty used in putting the boat together. If they are serious enough you may want to use a dremel or moto tool to grind them out. These can be repaired with West System epoxy as well. After all these spots are repaired and let to dry, they should be sanded out fair.

Now, it is time to start working on the valleys or depressions. Go over the boat with the palm of your hand and you will be able to feel where the boat has its ups and downs. Mark all the spots that are suspect with chalk. Now you should mix up a mixture of West System with Microlight fairing filler (also a West System product). The consistency should be that of a fairly stiff pudding when ready to use. Don’t mix up too much at one time.

Apply the mixture to the depressions with a plastic squeegee, a soft wide putty knife or a metal trowel. You should be able to apply a nice finish which will not require too much sanding. Remember, it is better to be neat and have to do a second application, than to put a heavy load on, which will require aggressive sanding. You may also use Bondo or some other brand of auto body filler, but these types of fairing products are not really waterproof unless an expensive finish is applied over them.

After your fairing areas have dried for a day or so, you should block sand them. You can make a homemade sanding block out of a piece of hard wood like maple or mahogany that is 3/4” thick by 3 1/2” wide and 9” long. This allows a full sheet of sand paper to neatly wrap around the block. When one side is worn out, you can use the others. You may want to purchase a professional sanding block or fairing file. These should come with the proper papers that have adhesives preapplied. Use the block or sanding file with #80 or #100 paper to fair in your repairs. The entire bottom of the boat can be faired in this matter. The more time you spend, the fairer the hull will be. You can mark off the sections with chalk to see where you have been. After you are finished with the coarse sand papers you can use finer ones up to, say #150. After all spots are faired, refilled and faired again, you should resand the entire bottom with #150 or #220 paper with your orbital or random orbital sander.

The time spent here, may be well worth it on the race course next spring. After all sanding is done, you may apply the paint or finish of your choice. Remember, West System epoxy has no UV protectors in it. You can give the boat a coat or two of marine enamel paint or you could get as fancy as applying Awlgrip or Imron. You may want to wet sand the boat back to a fine finish with #400 or #600 wet/dry sand paper when all is said and done anyway. Whatever you do, I wish you good fairing and fair sailing.
Remember...
Class membership entitles you to race at the following World qualifying events:
- All Regionals (16 yearly)
- Master's National Championship (age over 40)
- North American Championship
- National Midwinter Championship
- Women's North American Championship
- The Junior North American Championship

When the World Championship is not hosted by the US, qualifiers are allotted as follows:
- 7 sailors from the North Americans
- 4 sailors from the Midwinters
- 1 sailor from the Women's NA's
- 1 sailor from the Junior NA's
- 1 sailor from the US Masters' NA's
- 2 sailors from the following regions:
  - New England, New York, Mid-Atlantic, Midwest,
  - Inland Lakes, Southwest
- 1 sailor from the following regions:
  - West, Southeast, Florida Peninsula, Gulf Coast.

Since the Worlds are in the US this year, Americans get additional spots.

1998 Yearbook
The Sunfish Class Yearbook will be sent out in late spring and will contain the Championship Honor Roll, The Constitution, The ISCA Rules, the Guide to Race Management, Member, Fleet and Officer Listings and some history of the Sunfish.

If you have any comments about the 1997 book or any suggestions for the next issue, please contact me at my office at (941) 365-5694 or Fax (941)955-0276 before Dec. 1, 1997. Please contact me at the same number if you do not want your phone number listed.

If you would like to advertise in the Yearbook, please send me ad copy or call me to discuss ad rates. Advertise all year long! CC

Notice!!!
Because the Worlds are to be held in the United States, The US is allowed to invite an additional five sailors. Those five will come from the following list:
- 1 Extra - 1997 NA's
- 1 Extra - 1997 Midwinters
- 1 Extra - 1997 Women's NA's
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David Loring Has Clean Sweep

by John Anderson

James Island Yacht Club hosted the Southeast Regional with Kenny Krawcheck in charge of the race committee. They did a great job with changing wind directions, making setting the course difficult at times. David Loring showed his World Champion form by winning all six races even after being over early in one race. Jamie Ewing, on break from his Ivy League school, was the only real challenge for David. The juniors did very well overall with Hal Frampton placing fourth and Nathan Nussbaum fifth.

Southeast Regional

James Island YC
Charleston, SC
May 17-18, 1997

6 Races, 1 Throwout
1. David Loring, Sullivans Is. SC 1-1-1-1-1-1 5
2. James Ewing, Mt. Pleasant, SC 2-2-3-2-2 10
3. John Anderson, Charleston, SC 7-4-9-2-7 24
4. Hal Frampton, Charleston, SC 6-5-7-5-7 27
5. Nath. Nussbaum, Charleston, SC 8-9-7-3-5 28
6. Chisolm Wilson, Raleigh, NC 3-3-16-16-4-3 29
7. Stanley Havins, Charleston, SC 6-1-8-6-6-9 35
8. Adam Brightwell, Charleston, SC 16-7-3-10-9-8 37
9. Brad Richardson, Charleston, SC 12-12-11-5-6 41
10. Patrick Wilson, Mt. Pleasant, SC 5-5-10-16-16-16 45
11. Matthew Swan, Charleston, SC 10-8-4-16-16-16 52
12. Charlie Frasch, Raleigh, NC 10-8-4-16-16-16 54
13. Peryor Hazzard, Charleston, SC 13-14-16-8-11-12 58
14. Meta Frasch, Raleigh, NC 9-13-16-16-16-16 70

Daryl Coes Bests West!

by Bob Cronin

This year the opening regatta of the Small Boat Racing Association of Northern California served as the 1997 Sunfish Western Regional Championship. As we have come to expect, the Richmond Yacht Club race committees ran the races smoothly and competently, and the racers enjoyed the (mostly) strong winds. Capsizes in the shallow water were a problem. In the strong winds of the first day, Scott Buchanan and Suzanne Wilson proved the bottom and bent their upper spars. Heavyweight Darryl Coe reveled in the strong winds and powered through the heavy chop to win by one point over defending champion George Wilson.

Western Regional

Richmond YC
Richmond, CA
April 12-13, 1997

1. Darryl Coe, Redwood, CA 1-2-3-1 6
2. George Wilson, Sunnyvale, CA 2-4-1-2 7
3. Byron Jonk, Woodacre, CA 3-1-3-3-3 10
4. Bob Cronin, Menlo Park, CA 4-3-4-1-2 12
5. Scott Buchanan, Fairfax, CA 5-dnf-dns-4-5 19
6. Sue Wilson, Sunnyvale, CA 6-dns-dns-dns-22

Great Regattas, Great Results!!

Sea Isle YC, 28 Sailors

by Tom Doris

Sea Isle Yacht Club held its 57th Annual Regatta on the 24th of August. Sunfish Fleet 235 hosted 4 classes of sailors. Variable winds made sailing quite challenging for 28 Sunfishers in a four race series.

Junior
1. Tom Leonard, Jr, Avalon YC 7
2. Stiahna MacColgan, Brigantine YC 10
3. Bradley Steele, Severn SA 14
4. Jacky Bell, Margot City YC 19
5. Ryan Parker, Ocean City YC 20
6. Sarah Schumanbach, Ocean City YC 24
7. John Branton, Avalon YC 30
8. Matt Pepe, Ocean City YC 31
9. Caree Ferguson, Brigantine YC 32
10. John Palmer, Avalon YC 36
11. Joe Trigg's, Avalon YC 42

Senior
1. Kate Hostuedt, Ocean City YC 6
2. John Doyle, Sea Isle YC 6

Master
1. Dave Davies, Highland Lakes 7
2. Jeff Pfister, 10
3. Bill Mclaughlin, Marsh Creek 19
4. Tom Doris, Sea Isle YC 22
5. Harry Loeb, Marsh Creek 23
6. Susan Knab, Cooper River YC 24
7. Son Echevarria, Avalon YC 27
8. Tom Leonard, Sr., Avalon YC 27
9. Ed Palmer, Avalon YC 31
10. Lee Nugent, Sea Isle YC 38
11. Camran Scarpa, Avalon YC 39

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Call Jeff Linton for more info or the latest speed tips!
SANJL Junior Championship
Sailing Association of North Jersey Lakes (SANJL), August 23, 1997
by W. Betts

The SANJL Junior Championship regatta was held in a challenging range of conditions at Highland Lakes, a picturesque lake community in northern New Jersey’s “higher elevations”. The weather service reported wind of SW 10-15 for the day, which may have been an average, but the breeze was anything but steady, with shifts, lulls, gusts – and a fast-moving storm that passed through in the afternoon.

The competition was friendly but very intense, with last year’s champion Alexis Grattan, Bill Betts, and Brad Soule - up from Maryland for the event - each taking one of the first three races in the four race/one throw-out series. The pace picked up considerably for the final race, as a storm hit the lake soon after the start. Half the fleet headed quickly back to shore, while the rest continued on in heavy rain and flat-out hiking conditions. Brad pulled ahead to win that race and the series, and was presented with the Sportsmanship Award.

This year, the shore-side activities were held in the club’s newly renovated and greatly expanded clubhouse facilities overlooking the lake. As usual, the hospitality at Highland was unsurpassed, and included a huge lunch buffet and an extremely supportive group of parents that cheered for all of the skippers.

Regatta Results

Just A Junior?
Being a junior sailor is not easy, and takes a lot of dedication and commitment just to keep up with many better sailors. I believe there is a great need for more junior competition at both junior and senior regattas, to ensure the future of Sunfish racing. Junior races are great, letting everyone race at their own level and giving the more recreational sailors a chance to race. These are especially good for kids starting out, but aren’t always the best challenge for more serious sailors. I’ve found that the best thing to do is to look for good competition. Sailing with people better than you forces you to rise to their standards, making you get continually better. Sailing with adults in the local or regional events can be difficult, but there are adults with all levels of skill racing with you. Keeping up with some of them might not be too much of a challenge, but there will be some people ahead of them that are faster than you as well. The best thing to do is to race with better people, because the more competition you have, the better you will become. Whether you are a junior or an adult, sailing is about skill, and good competition is what everyone needs to become the best.

Bill Betts
Kinnelon, NJ

SANJL Junior Championship
Highland Lakes, NJ
August 23, 1997

1. Brad Soule age 17 Annapolis, Md. (4)-1-2-1 3.50
2. Bill Betts 17 Smoke Rise (2)-2-1-2 4.75
3. Alexis Grattan 17 Highland Lakes 1-(4)-3-3 6.75
4. Pete Campana 15 Long Beach Is. 3-(5)-5-4 12.00
5. Erika Rodger 14 Highland Lakes (5)-3-4-5 12.00
6. Kim Boschert 13 Highland Lakes 6-6-6-(dnf)18.00
7. Bernie O'Brien 13 Highland Lakes 7-7-7-(dnf)21.00
8. Greg Wolski 13 Highland Lakes 8-8-8-(dnf)24.00
9. Joe Sweeney 9 Highland Lakes 9-9-9-(dnf)27.00

Congratulations to all the kids who sail in Sunfish regattas. I sailed Sunfish as a sixteen year old, (sailfish too) and met people then that are still sailing Sunfish now, 30 years later. Not many classes have withstood the test of time as the Sunfish has, but with all the new boats coming out for kids, the Sunfish sometimes takes a backseat. We all know that the fish can be sailed competitively by anyone, any age, male or female and it is a wonderful family boat. Both my kids have made lifelong friends all over the country and I know how much they will appreciate that as they grow older, because I know how much I look forward to seeing my many Sunfish friends as we pack up for a regatta.

Let’s get more kids in the Sunfish and show them how much fun it is to grow up in a great family - the Sunfish Family!

PS Sailing back then with Joel Furman, Bryce Suydam, Alan Scharfe, Chris DeMurias, Henry Post, Charlie Clifton . . . to name a few . . .

Cindy Clifton
17th Annual Last Chance

The Evanston Sailing Club had its Last Chance Regatta on Sunday, Sept. 7th. 32 boats were on the starting line in the morning, 22 Lasers and 10 Sunfish. The 10 to 15 knot northeasterly provided plenty of wind and sea. 6 races were held back to back before heading in for sandwiches and trophies. James Liebl won the Sunfish class followed by James Murphy. Boat paddler and father to be, Dan Feldman was third. Mats Gunnars let the excellent race committee effort. Maureen de Hossaye led the shore support team.

Evanston Sailing Club
Sunday, Sept. 7, 1997
1. James Liebl 6
2. James Murphy 11
3. Dan Feldman 11
4. Tom Saballus 21
5. Russ Harris 25
6. Charles Rush 26
7. David Reed 33
8. Fred Snker 48
9. Don Saballus 36
10. Larry Hammond 40
11. Brode 48
12. Findlay 6
13. Chapman 3-1-6-2-2-4
14. Jean Bergaman 1-5-2-3-3-NA
15. Feldman 4-3-3-4-5-1
16. Wood 10-7-5-14-4-2
17. Murphy 9-4-6-6-7-NA
18. Haufe 5-6-8-5-9-6
19. Nelson 13-12-7-13-5-6
21. McCarthy 7-10-11-12-17-9
22. Brode 6-14-9-17-12-8
23. Purous 17-9-14-10-10-7
24. Youngman 15-11-15-8-11-10
25. Turlick 16-15-10-18-12
26. Don Bergman 12-8-12-16-16-NA
27. Nordeen 11-16-17-9-15-NA
29. Schultz 18-dnf-dnf-dnf-dnf

Great Pumpkin Regatta

Thanks to everyone who came out and participated in the Annual Fall Great Pumpkin Regatta. The JSYC registered 18 boats from the area for the best of 6 race schedule. Despite some light initial winds, the weather and the event turned out great. Although not completely etched in stone, it looks like our Spring Ice Breaker Regatta will be held May 2, 1998, so mark your calendars and bring your hiking pants. Check out our club!. Questions? Ranger809@aol.com.

Johnson Slough Yacht Club
October 18, 1997
1. Findlay 2-7-1-1-1-NA
2. Chapman 3-1-6-2-2-4
3. Jean Bergaman 1-5-2-3-3-NA
4. Feldman 4-3-3-4-5-1
5. Wood 10-7-5-14-4-2
6. Murphy 9-4-6-6-7-NA
7. Haufe 5-6-8-5-9-6
8. Nelson 13-12-7-13-5-6
10. McCarthy 7-10-11-12-17-9
11. Brode 6-14-9-17-12-8
12. Purous 17-9-14-10-10-7
15. Don Bergman 12-8-12-16-16-NA
17. Howcke 14-dnf-16-15-13-11-17
18. Schultz 18-dnf-dnf-dnf-dnf

Richard Broderick, Commodore, JSYC

Sunfish Fleet 560
South Central Pennsylvania
Spring Race: raining & cold, couldn't get three people to go out and race.
Radiation Regatta: Cancelled, low water in Susquehanna.
Fall Race: We got in 5 races, varied conditions. The usual Pinchot Point holes and puffs and 180° wind reversals were the norm. Nearly everyone was leading or in last at one time or another. Many clumps of boats at the marks. Lotsa fun.

Everyone wants to read the leg!!

Richard Brotherick, Commodore, JSYC

1998 Sunfish Masters International Championship
March 6, 7 and 8, 1998—Coconut Grove Sailing Club

Coconut Grove Sailing Club
2990 South Bayshore Drive, Coconut Grove, Florida 33133
Advance Registration: $40.00 (received by February 20, 1998)
On site Registration: $50.00 (on-site & after Feb. 20)
(deduct $5 if US Sailing Member, number must accompany form)
Contact person: Charlie Branning, 305-661-2322
Abbreviated Schedule
(Continental breakfast and box lunches provided each race day. Complete schedule, housing, and local directions to the Coconut Grove Sailing Club in Miami will be sent upon receipt of registration. Note if you prefer info via e-mail.

Thursday, March 5
5 PM - 7 PM - Registration

Friday, March 6
9 AM - 11 AM Registration/11 AM Skippers Meeting 1:30 PM Start with 1 to 3 heats/5:30 PM Keg on the lawn

Saturday, March 7
10:30 AM Start with up to 5 heats/5:30 PM Keg on the lawn
7:00 PM Dinner Party at Coconut Grove Sailing Club

Sunday, March 8
10 AM Start with up to 3 heats, no start after 1:30 PM

Pre-registered participants must log in, verify current membership cards and sign waiver. Membership in the United States Sunfish® Class Association is required to participate in this world-qualifying event. The regatta will be governed by the current rules of IYRA, USSCA and ISCA.

To Register
Complete this form and send it with a check made payable to Coconut Grove Sailing Club. Note "Sunfish Midwinters" on the check.

Registration Form
Name_________________________________________________
Address________________________________________________
City_____________________________________________________
State/Zip_________________________________________________
Phone___________________________________________________
□ Please send info via e-mail to _______________________________
Sail Number_____________________________________________
US Sailing Membership Number_____________________________
Date of Birth_____________________________________________
Fees

Regatta Entry Fee:

If postmarked by March 7, 1998
- Member of US SAILING: $50.00 US
- Non-member: 55.00 US

If postmarked after March 7, 1998,
- Member of US SAILING: $55.00 US
- Non-member: 60.00 US

Included in the entry fee are:
- Friday night cocktail party
- Continental breakfast Saturday & Sunday
- Box lunch on Saturday
- Beer & soft drinks after racing on Friday & Saturday
- Dinner & live entertainment on Saturday night

Support Boats
Once the first warning flag of the day has been displayed, then all support boats will stay clear of the entire racing area until the end of racing for the day.

Prizes
Trophies will be awarded to the top ten finishers. In addition, trophies will be awarded to the top overall finisher that is the opposite sex of the overall winner, the top junior, and the top master.

Parking
The parking area surrounding the clubhouse is reserved for club members. All regatta parking is to be on the entrance area east of the warning signs.

Environmental Concerns
Any competitor registered in any DIYC-sponsored event who throws any refuse overboard, including but not limited to aluminum cans, plastic items, bottles, etc., is subject to being disqualified by the Race Committee. Such disqualifications will be posted on the Official Notice Board. Any competitor so disqualified may request a hearing.

Further Information
For further information, please contact the following:
- Jeff Linton (813) 254-3455
- Gail Heausler (813) 254-9903

A limited amount of camping is available on the club grounds. Please contact the Club Manager, 1315 Severn, Tampa, FL 33606 (813)251-1158.

Official Entry Form

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skipper</td>
<td></td>
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In consideration of the acceptance of my application in this yacht race, I hereby waive, release, and discharge any and all claims for damages for death, personal injury or property damage which I may have, or which may subsequently accrue to me, as a result of my participation in this yacht race. This release is intended to discharge the promoters, sponsors, the Davis Island Yacht Club, the officials, any involved municipalities and other public entities, and the United States Sailing Association, from and against any and all liability arising out of or connected in any way with my participation in this yacht race, even though that liability may arise out of negligence or carelessness on the part of the persons or entities mentioned above.

I agree to abide by the rules, regulations, and sailing instructions of this yacht and the United States Sailing Association.

By virtue of registering to participate in this regatta sponsored by the Davis Island Yacht Club, you have been granted the privileges of Special Membership in the Davis Island Yacht Club solely for the duration of this regatta. By registering in this regatta and becoming a Special Member, the participant consents to be bound and abide by the by-laws, rules and regulations of the Davis Island Yacht Club.

Signed: ___________________ Date: __________

Slipper

ENTRY FEE: (Funds in US dollars only)
- US SAILING member
- Non-member
- Late fee (postmarked after 3/7/98)

TOTAL ENCLOSED: $_____________
1 **Rules**
The regatta will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing association, the rules of the International Sunfish Class (except as any of these are altered by the sailing instructions) and by the sailing instructions.

2 **Alteration of Racing Rules**
2.1 The racing rules will be modified in accordance with rule 86 as follows:
Rule 31.1: In modification of Rule 31.1, the round-the-ends provisions of that rule will be in effect for all starts.

2.2 Please be advised that at the November International Sailing Federation meetings in Sweden, the following decision was reached. As of January 1, 1998, the following will be in effect: Rule 49.1 Delete current rule and replace it with:
Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.

3 **Advertising**
The regatta is classified as a Category “A” event in accordance with RRS 79, Event Classification; Advertising, and Appendix G.

4 **Eligibility and Entry**
4.1 This event is open to all current members of the International Sunfish Class. Membership cards will be checked at on-site check-in.
Membership applications will be available at on-site check-in.

4.2 Eligible yachts may be entered by completing registration with the registration committee.

5 **Schedule of Events**
**Thursday, March 12, Team Race Day**
0900-1000 Check-in for Team Racing
1000 Competitor’s Meeting for Team Racing
1100 First Team Race; Races back to back
Number of races at discretion of R/C
Lunch can be purchased at club
1800-2000 Check-in & late registration for Midwinters
Drinks & Dinner may be purchased at club.

**Friday, March 13 - MIDWINTER CHAMPIONSHIPS BEGIN**
0900-1100 On-site Check-in and late registration
1100-1300 Lunch may be purchased at club
1200 COMPETITOR’S MEETING
1310 First Start, races back to back
Three (3) races scheduled
Complimentary beer & soft drinks after racing
1900 Complimentary Cocktail Party in Clubhouse

**Saturday, March 14**
0800 Complimentary Continental Breakfast
0800-1000 Pick-up complimentary box lunch in Clubhouse
1010 First Start, races back to back
Five (5) races scheduled
Complimentary beer & soft drinks after racing
1900 Complimentary Dinner Party in Clubhouse with live entertainment
Additional Tickets for guests may be purchased at on-site check-in approx. $10

**Sunday, March 15 - AWARDS DAY**
0800 Complimentary Continental Breakfast
1010 First Start, races back to back
Three (3) races scheduled
no race will begin after 1300
Late lunch may be purchased at clubhouse
Awards as soon as possible after racing

**Advance Registration**
Yachts may register in advance by completing the attached registration form and sending it with the appropriate fees to:
Manager, Davis Island Yacht Club
1315 Severn Ave.
Tampa, Florida 33606
Florida State Championship

25 Sunfish sailors from as far away as Miami were on the scene at Clearwater Community Sailing Center Saturday, Oct. 25, for what proved to be a challenge to Mother Nature. Small craft advisories had been posted early, however the race organizers were agonizing over conditions that were overcast, windless, and flat as the morning wore on. Late in the morning, cries of "It's filling in!" could be heard across the lawn and Mother Nature had fooled the forecasters. With a good breeze and moderate seas, the fleet headed for the hoped for Gulf race. By starting time, the wind had filled in to a steady 12 knots and the sky cleared, allowing the 1:00p.m. start to go with no recalls. The competitors were well split as half the fleet took the left side and half took the right, converging on the windward mark. Competition was close as they started the 2nd leg of the windward-leeward course, with Rod Koch pulling ahead. Rod won the first race with Jeff Linton finishing 2nd. The 2nd and 3rd races were equally fought, with Jeff taking two bullets. By the third race, current became a factor, and those taking the shore side of the course fared much better than those westward. Everyone returned to shore for food and camaraderie.

Sunday dawned with small craft advisories again posted, but this time they were right. The races were held in the bay with strong gusts, choppy seas and heavy currents providing a challenge even for those with a Jens. By the 2nd race, all but 13 competitors had withdrawn and even they were grateful for a shortened course amid capsizing and damaged rigs. 95 lb. Michael Brain was the top Junior. He hung in there through tough conditions until a broken spar ended his day.

The regatta was orchestrated by Paul Strauley, and his race committee is to be commended for a fair, well run regatta. Such a great group of competitors is a joy to watch and the sport of sailing was demonstrated at its very finest.

Sara Beth Reeves

Regatta Results

Florida State Championship

1. Jeff Linton, Tampa 2-1-1-1-2 7
2. Rod Koch, St. Pete. 1-3-4-2-1 10(mast)
3. Joe Bloun, Tampa 4-5-5-3-3 20
4. Charlie Clifton, Sarasota 4-4-6-5-4 22
5. Tony Elliott, Ft. Laud. 7-11-10-4-5 37
6. Dale Dunston, Red. Beach 13-7-7-6-9 42
7. Jeff Kensinger, Tampa 8-12-2-13-10 45
8. Stuart Smith, Palm Harbor 10-9-13-9-6 47
9. Nancy Haberland, Clear. 5-2-3-12-dnf 48(female)
10. Dave Connolly, Hol. Bch. 14-10-22-7-8 61(boat)
11. Dave Kaighin, Sarasota 12-13-17-7-7 66
12. Guillo Cintron, Tampa 16-6-11-8-dnc 67
14. Rita Steele, Sarasota 9-8-16-14-dnc 73
15. Chris Gerson, Sarasota 6-16-21-11-dnf 80
17. Michael Brain, Sarasota 18-15-8-19-dnc 86(junior)
19. Erik Eckston, Sarasota 17-18-14-16-dnc 91
20. Mark Renhoe, Largo 19-22-18-dnf-dnf 111
21. Tim Ruman, Plant City 21-19-20-dnc-dnc 112
22. Don Cochran, Clearwater 22-20-19-dnc-dnc 113
23. Carl Davis, Pinellas Park 23-dnf-23-dnf-dnc 124
24. Sharon Woodruff, Ruskin 24-23-dnf-dnf-125

Photos by Cindy Clifton & Paul Strauley

Windward Leg - Winter 1998
Regatta Updates

Saurage Wins in Galveston

by Jim Uroda

Once again Sunfish sailors gathered for the Annual Sunfish Regatta held at the Galveston Boat Club located on Offats Bayou. 41 boats entered in 3 classes in a six race series. Winds were 8-12 mph and varied from north to east all weekend. Hank Saurage of Baton Rouge, LA, once again finished first overall. Todd Edwards of Prairieville, LA., was 2nd, Clinton Edwards and Bishop Steiffel of Bay Waveland Yacht Club, MS, finished 3rd and 4th and Ash Beatry of League City, TX finished fifth. The Women's division was won by Pat Manning, 2nd went to Vickie Stones, 3rd to Vicki Palmer, and 4th to Lynn Lilly all from Austin YC. The Novice fleet winner was Albert Rodriguez of Friendswood, TX. All classes had the same start.

Once again the Austin Yacht Club, along with the Galveston Boat Club members, were big supporters of this Regatta. Other clubs represented were the Seabrook Sailing Club, Woodlawn Sailing Club of San Antonio, Houston Yacht Club, Bayshore Sailing Club, Corinthian Yacht Club, Corinthian Sailing Club of Dallas, all Texas clubs, and Spray Beach YC, NJ, and Bay Waveland YC, MS. (This was Ellen Rowen’s last regatta.)

GBC Sunfish Regatta

Galveston Boat Club

August 2-3, 1997

1. Hank Saurage, Baton Rouge, LA 3-1-5-4-1-1 9.25
2. Todd Edwards, Prairieville, LA 1-4-3-1-4-3 11.50
3. Clinton Edwards, BWYC 8-12-1-3-3-6 19.75
4. Bishop Steiffel, BWYC 4-11-6-3-5-2 20
5. Ash Beatry, League City, TX 2-7-5-7-4 20
6. Jerry Parlee, CCYC 10-5-2-6-6-5 24
7. Vic Manning, AYC 6-3-9-7-10-9 34
8. Chris Buchanan, GBC 5-18-13-12-2-5 50
9. Nick McKenna, AYC 7-6-32-10-17-10 50
10. Bill Gerloff, AYC 11-9-14-13-12-7 52
11. Robert Brann, HYC 13-7-20-9-8-16 53
12. Malcolm Jones, SSC 9-20-31-8-9 63
13. Chris Doleminton, CSC 15-10-10-14-15-20 64
17. Kevin Orice, BSC 16-13-23-19-8 77
18. Larry Hill, AYC 19-14-8-19-18-8 77
19. *Pat Manning, AYC 17-8-12-25-24-22 83
20. Ken Womack, TYC 14-26-30-20-14-12 86
21. Tom Boren, AYC 28-28-4-17-21-29 98
23. *Vicki Stones, AYC 25-24-17-20-22-17 108
24. *Vicki Palmer, AYC 18-29-11-22-23 112
28. Tim McKenna, AYC 31-34-24-27-21 126
29. Dan O'he, AYC 33-21-26-29-25-26 127
34. **Mike Hulseby, GBC 35-34-33-33-34-35 169
35. **Ellen Rowen, SBYC 34-27-34-30-21-36 171
36. **David Leavell, GBC 36-36-39-33-34-34 174
39. *Christa Sykes, GBC 40-31-42-42-33-33 188
40. *Dorie Cottingham, SS 41-39-42-36-36 197
41. **Henry Dalehite, GBC 38-42-37-42-42 201

* Women’s Fleet  **Novice Fleet
Ron McHenry Wins Again

by Tom Katterheinrich

The Devils Lake YC held their annual regatta September 13-14, 1997. Saturday started out as a bright sunny day with no clouds. This condition resulted in a two hour delay due to lack of wind. The sailors finally got about a 5 mph breeze to make it to the race course. The wind changed direction about 5 times and quit so everyone was offered a tow back to the club. While on shore, we watched the Lightnings change positions and made wagers on which Lightning would catch the next whisper of wind. Later we were treated to a large buffet dinner and conversation.

Sunday was cloudy with about 2-5 mph winds with many holes in the first two races. Since there were many ties in the standings, it was decided to get a third race in. This race became a real slow one.

Wessagussett YC in Weymouth, MA and Eastern Yacht Sales sponsored the 1st annual Northeast Challenge on Saturday, June 21, 1997. The weather was perfect. The breeze was steady but shifty. Competitors from MA, CT, RI and NY participated. We had 18 Sunfish Sailors, and about 19 Laser Sailors. 5 races were held with one throwout. Len Ruby was our first place finisher and also our First Master. Drew Buttner took second prize and Alan Buttner was third. We also decided to award Alan our junior prize because he was our youngest competitor. Our good pals, Jack Willy and Bill Brangiforte competed in their Lasers. Jack and Bill both were on top of their games. WYC served a great lunch. The race committee was exceptional, and Eastern Yacht Sales provided the trophies. We want to thank all who helped make this a successful event.

Len Ruby - Three Bullets

by Anne Bucella

Wessagussett YC in Weymouth, MA and Eastern Yacht Sales sponsored the 1st annual Northeast Challenge on Saturday, June 21, 1997. The weather was perfect. The breeze was steady but shifty. Competitors from MA, CT, RI and NY participated. We had 18 Sunfish Sailors, and about 19 Laser Sailors. 5 races were held with one throwout. Len Ruby was our first place finisher and also our First Master. Drew Buttner took second prize and Alan Buttner was third. We also decided to award Alan our junior prize because he was our youngest competitor. Our good pals, Jack Willy and Bill Brangiforte competed in their Lasers. Jack and Bill both were on top of their games. WYC served a great lunch. The race committee was exceptional, and Eastern Yacht Sales provided the trophies. We want to thank all who helped make this a successful event.

Northeast Challenge Cup

Wessagussett YC
Weymouth, MA
June 21, 1997

1. Ruby 1-1-3-1 6
2. D. Butner 3-3-1-2 9
3. A. Butner 7-5-2-3 17
4. Bucella 4-2-4-7-9 17
5. Condon 6-7-1-4-9 18
6. Parks 5-6-5-5-6 19
7. Geck 4-5-6-7-7 25
8. Cochran - -4-6-12-9 26
9. Langford - -10-10-6-8 34
11. Furman 2-11-8-15-15 36
12. Antoine 12-12-7-8-8 39
13. Chase 13-13-8-11 45
14. Beckwith 10-13-14-12 49
16. Brangiforte 16-17-17-17-17 66
17. Callahan 18-16-16-16-16 67
18. Bailey 17-17-17-17-17 69

Fox Point Sunfish Invitational
Barrington, IL
Saturday, Sept. 6, 1997

1. Dan Feldman 1-2-1-2 4.5
2. Jim Murphy dns-1-2-4 8.75
3. Joe Creaney 3-5-3-5 14
4. Bill Nelson 5-6-10-3-1 14.75
5. Lee Sheridan 2-10-4-4-9 19
6. Larry Hammond 8-4-7-6-7 24
7. Sandy Youngman 7-11-3-7-6 25
8. Norval Stephens 4-3-12-9-10 26
9. Charlie Paulk 10-8-8-8-8 32
10. Dick Kickerson 9-13-9-10-dnf 41
11. Laura Strouders 12-12-14-12-12 48
13. Carl Scammel 6-7-6-dns-dns 61
14. Frank McGrath 11-9-11-dns-dns 72
15. Tom Pleger dns-dns-dns-11-7 89

This One’s For Fun!
Devils Lake
Manitou Beach, Michigan
September 13-14, 1997

1. Ron McHenry, Cortland, OH 1-3-1 6
2. Tom Katterheinrich, New Knox. 3-6-1 10
3. Michael Scrive, Waterford, MI 4-4-4 14
4. Bruce Hubel, Davibus, MI 5-3-7 15
5. Danny White, Highland Pl. IL 1-2-dnf 16
6. Gail Turlock, Chelsea, MI 7-9-2 18
7. Rex Rogers, Rives Junction, MI 10-7-6 23
8. Tim Abbey, Warren, OH 6-5-dnf 24
9. Reed Lowden, Jackson, MI 9-10-5 24
10. GlennPrice, Watkins Lake, MI 11-8-dnf 32
11. Jim Garrison, Commerce Bwp, MI 8-11-dns 41
12. Jeff Paterson, Troy, MI 12-12-dns

Call Me Up!!
Regatta Results

Lee, Lee, Lee!!!

by Paul Odegaard

Lee Parks from Newport, RI (Ms Sunfish/past Women’s Champ) hosted a fleet of 47 masters at the ’97 Connecticut Senior Olympics hosted by the Sprite Island YC, East Norwich, Ct. Consistency in the light to medium, shifty NNW conditions was her secret, with a 3-2-3-2 scorecard (10th as a throwout). 2nd overall with 20 points was last year’s Champ, Court Young Jr. of Monroe, NY. Long time Sunfisher Drew Stanier of Sudbury, Ma. finished third. Olympic style medals were awarded to four age categories (male & female) as shown in the accompanying photos, with Gold Medals going to Dick Heinl (70+), Paul Odegaard/Barbel Polansky (60-69), Court Young Jr. (50-59) and Lee Parks (40-49).

Top competitor from the host Sprite Is. YC was Commodore Jim Cummings.

Thanks to the generosity of our sponsors, The Dinghy Shop (Jim Koehler, Amityville, NY), West Marine and Stu Leonards Dairy Store, overall awards went some 20 deep. Add free t-shirts, continental breakfast, lunch, Olympic medals, adult fun and one can see why this regatta remains the best attended event in the Northeast.

The new venue for ’97 was just SUPER! Sprite Is. is just off the Westport/Norwalk shore. SIYC hosted the event located on a private picturesque 7 acre island complete with high bluff racing viewing site, lovely lawns, shady paths, clean beach and launch service to the nearby Shady Beach Park on the mainland. The very competent RC chaired by Al Stauderman provided professional race management in the difficult shifty conditions.

Attending seniors exercised their sense of humor when receiving the following Fun Awards: “Old Salt” - oldest competitor, Frank Whitecarver (75 yrs. young); “It’s Great to be Silver” - Dick Abbene; “Happy 50th Birthday (AARP application)” - Don Echevarria; “Baby Face” - Ken Charles; “Kiss My Transom”: - (for years of following Odie’s transom) - Not-So-Rapid Buttner; Longest Distance - Don Acker, FL; Bill Cosby’s ”Time Flies” book & the Best Times Start Award - Courtney Young, Jr.; Odie appreciation dog - Renny Loisel. Larry Cochran received the Golden Spirit Award for exemplifying the essence of Senior sports.

Call Odie to set up a similar Senior Regattaal

185 Box Mt. Dr., Vernon, CT 06066

Windward Leg - Winter 1998
The Yankee Duo Regatta!!
by Pete Beckwith

The sixteenth sailing of the Yankee Duo Regatta was held on the weekend of September 27-28, 1997 on Pleasant Bay in Chatham, MA (Cape Cod).

On Saturday, the Chowder Cup Regatta is hosted by the Sherborn, MA YC, and on Sunday, the Just Desserts Regatta is hosted by the Cochituate, MA YC, both clubs being located 100 miles away from the regatta site. Separate records are kept for each day's racing and trophies awarded to each day's leaders. Saturday evening we met for dinner and companionship at the Lobster Claw Restaurant in Orleans.

Saturday, the Chowder Cup racing was conducted with morning winds in the 8-10 knot range, slowly dying during the day. Bill Brangiforte and Len Ruby conducted a duel with Len finishing no worse than 3rd on the day, while Bill threw out a 7th, but won by one point. A delicious lunch was served on the beach, featuring hot clam chowder and sandwiches. In the spirit of the regatta name, ceramic chowder bowls were awarded to the top five finishers. Gordie Geick was awarded the "Aged and Treacherous" bowl for best finish of sailors admitting to the age of 60 or beyond. Darin Keech was awarded the "Fan Tail Award" for perseverance and good sportsmanship. A highlight of the morning was a serenade by a bagpipe player.

On Sunday, the Just Desserts racing started with temperatures in the high 60s, and light winds promising to build with another bagpipe serenade. Local sailor John Dickson (who teaches sailing on the same waters) won with three 1sts and a 3rd for 6 points. Bill Brangiforte (10) and Len Ruby (11) were close behind. Lunch again featured hot chowder and sandwiches topped off with delicious desserts appropriate to the regatta name (Just Desserts). Trophies awarded to the top five skippers consisted of sailing merchandise, the next five received caps. Paul Odegaard was awarded the "Aged and Treacherous" prize and Tom Leach, the local harbormaster, was awarded a special trophy for being the only sailor who needed a pump to keep his boat from sinking.

A special thanks goes to Truman Hensen and other local boaters who supplied and manned the committee and crash boats, and supplied racing marks. Many thanks also to Sally Demler for organizing the entire affair again. A good time was had by all and we hope to see a good turnout again next year.

Chowder Cup - Sherborn YC
Sept. 27, 1997

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Just Desserts, Cochituate YC
Sept. 28, 1997

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<td>Toby Shaughnessy</td>
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<td>Mary Charles, Manchester</td>
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Regatta Results

Photos by Pat Cassell

Windward Leg - Winter 1998
Let us know your correct address. If we know the 4 digit number that comes after your zip code, you will get your Leg SOONER!!!

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A 10% discount applies to repeat display ads.

Classified Ads: (Minimum 25 words)

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Commercial: $.50 per word ($12.50 min.)

For deadline dates or information contact:
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@ Swan Graphics
329 Central Ave.
Sarasota, FL 34236
941-365-5694
FAX 941-955-0276

CLASS OFFICE SERVICES

Please send your change of address to the USSCA office before you move! To save the Sunfish Class the $.50 the Post Office charges for the change of address return card and forwarding of your Windward Leg, keep us apprised!!!

Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery.

New Sail Numbers may be ordered by sending a check for $12 (current members) or $15. (nonmembers) payable to USSCA. These are sticky back, official 10" black cloth numbers. Include your name, address and sail number.

Membership Information can be obtained from the office or your regional rep.

Fleet Charters are available at no charge, whether new or renewed. A minimum of five boats with current membership is required. Fleet captains may obtain a fleet champion black chevron and certificate for their fleet champion by sending a written request to the office.

Windward Leg Back Issues can be ordered by sending $3.00 for each issue requested (check payable to USSCA) to the office. Specify issue.

Some Highlights:

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IDEAS TO HELP YOU WORK YOUR WAY UP THROUGH THE FLEET by Scott Kyle, Vol. III, No. 4
PREVENTING BREAKDOWNS (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5
CONSISTENCY ON THE RACE COURSE by Scott Kyle, Vol. III, No. 6
CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7
STARTING TECHNIQUES by Kirk Beadle, Vol. III, No. 8
MAKING THE STOCK BOARD INTO A SPEED BOARD by Brian Weeks, Vol. III, No. 9 (wood board)
FURTHER THOUGHTS ON RACING SAILS by P.J. Patin, 1992 World Champion; REPAIRING GELCOAT DAMAGE by Larry Cochran; Vol. III, No. 12
INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1
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OPTIMIZING YOUR BOAT TO YOUR WEIGHT by Brian Weeks, Vol. IV, No. 7

Videos for class promotion or entertainment at a fleet meeting may be rented by calling or writing the class office. Just send a $50 deposit check, payable to USSCA. When the video is returned, the treasurer will refund you $41. Videos available include:

- 1st World Championship (St. Thomas)
- 3rd World Championship (Bermuda)
- 188 Worlds (Anuza)
- 19th Worlds (Nassau)
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

The USSCA Office can be reached c/o Peg and Terry Beadle, P.O. Box 300128, Drayton Plains, MI 48330. Phone/Fax: (248) 673-2750.

Windward Leg - Winter 1998

The Sunfish Bible by Will White - $28.00. A 284 page collection of everything significant that has been written about the Sunfish. Successful Sunfish Racing by Derrick Fries - $18.95. Send check to The Sailboat Garage, c/o Peg Beadle, 4204 South Shore, Waterford, MI 48328-1157. 248-673-3565 MI residents add 6%}

Vicki Palmer at the Womens! Some of the Italian contingent at the Worlds!

United States Sunfish Class Association
P.O. Box 300128
Drayton Plains, MI 48330-0128

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